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OCCUPATIONAL INJURIES AND DISEASES IN ALBERTA

TRUCKING, 1995 to 1999

Alberta Trucking Safety Association
Industries

Alberta
HUMAN RESOURCES
AND EMPLOYMENT

July 2000

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1. Introduction

The Mission of Alberta Human Resources and Employment

One of the missions of Alberta Human Resources and Employment is to work in partnership with Albertans to promote safe and healthy workplaces, a quality working life and comprehensive safety systems. To this end, Alberta Human Resources and Employment recognizes that monitoring health and safety in Alberta will help to ensure that primary workplace health and safety concerns are actively managed and prioritized and resources directed where most needed.

This report summarizes the descriptions lost-time injuries and disease, characteristics of the injured worker, and the risk of injury to workers in the Alberta Trucking Safety Association industries between the years 1995 and 1999. A summary of occupational fatalities accepted by the Workers Compensation Board (WCB) and a brief description of those fatalities investigated by Occupational Health and Safety (OHS) in these industries are also provided. Cost of injuries and revenue in terms of employer premiums are also provided.

2. Industry Descriptions

Specialized Trucking Services (Industry # 50701)

This industry describes the operation of specialized for-hire trucking equipment to allow for specialized off-loading services, off-highway transportation, and to accommodate the transportation of over-sized and/or overweight loads, such as large construction equipment/cranes, lengths of precast concrete, plant equipment/vessels, etc.

Businesses may own or lease trucks, vehicles and equipment and shipping/receiving facilities or terminals. Businesses may opt to subcontract lease operators to provide trucking/delivery services, while only conducting scheduling, dispatching, and billing services in-house.
Pilot vehicles may be required to escort oversized loads and are integral to this industry, while also providing occasional hot-shot services.

Businesses may utilize trucks with pickers, booms, winches, tow bars; and trailers such as low-boys, center-drop, extendible, gooseneck are examples. It is recognized specialized trucking businesses may utilize and operate flat deck trailers as well. Businesses may operate warehouse/terminal/storage yards, vehicle repair facilities and dispatch equipment. Staff requirements may include drivers, laborers, yard/warehouse workers, mechanics, dispatch/traffic/logistics staff, sales/estimators, office/administration.

Businesses in this industry may be affiliated with the Alberta Trucking Association. Towing or hauling mobile, modular or industrial camps on dollies or their own axles are also activities within this industry

General Delivery Trucking Services (Industry # 50714)

This industry describes general for-hire trucking and delivery services for the movement of various commodities and products locally, provincially, to or from Alberta and destination elsewhere in Canada or in North America.
Shipment requiring the use of specialized or oilfield equipment are classified elsewhere.

Businesses may own or lease truck, vehicles and equipment and shipping/receiving facilities or terminals. Businesses may opt to subcontract lease operators to provide trucking/delivery services, while only conducting scheduling, dispatching, and billing services in-house. Terminals for consolidation and distribution and storage lay-over services are often provided. Receiving terminals, sometimes referred to as cross-dock or pool car operations for the purpose of consolidating loads for local distribution only, is in this industry.

This industry describes for-hire delivery businesses such as couriers, mail contracting, house or office moving, bulk hauling of sand, dirt, gravel etc., dry bulk shipment of fertilizer, grain, etc., tanker trucking of petroleum, water, etc., and livestock and auto hauling and general freight services.

Vehicles and equipment in this industry are diverse: from trucks of all size such as vans flatdeck, bulk carriers, tankers, etc., also cars, bikes, pallet jacks, forklifts, warehouse/terminal/storage yards, vehicle repair facilities, dispatch equipment. Staff requirements extend from drivers, laborers (swampers), yard/warehouse workers, mechanics, dispatch/traffic/logistics staff, sales/estimators, office/administration.
Businesses in this industry may be affiliated with the Alberta Trucking Association

Garbage/Waste Collection & Disposal Services (Industry # 57901)

This industry includes employers providing the services of hauling and disposing of general waste or garbage from residential, commercial and industrial premises; generally using specialized equipment. This is primarily a utility services contracted to municipal governments.
This industry includes operating a landfill as part of a waste collection business or as a separate business.

The collection of residential garbage involves manual labour to lift the garbage into the garbage truck. The trucks used in the collection of residential garbage are generally equipped with special box, which has hydraulic doors, to assist the garbage collectors.

Employers involved in the collection of industrial and commercial garbage generally use garbage trucks, which are equipped with hydraulic lifting devices, that pick up and empty large bins. The waste collection firm often provides these steel collection containers to the job sites.

Employers who specialized in operating a landfill, or operate a landfill as a part of garbage collection process, are classified in this classification. The equipment used by the landfills include compactors, sorters, shredders and mobile equipment.

3. Lost-Time Claims & Claim Rates

All Trucking Safety Association Industries

Year	# of Accounts	Cost	Person Years	Days Lost	Duration Rate	LTCs	LTC Rate
1995	9,220	$8,430,086	26,953	71,534	265	2,024	7.5
1996	9,756	$9,465,804	30,058	82,659	275	2,301	7.7
1997	10,774	$12,239,447	33,113	81,684	247	2,311	7.0
1998	11,576	$12,246,013	35,758	89,317	250	2,334	6.5
1999	11,975	$8,352,647	35,962	85,344	237	2,259	6.3

3.1 Lost-Time Claim Rates by Industry

50701-Specialized Trucking Services

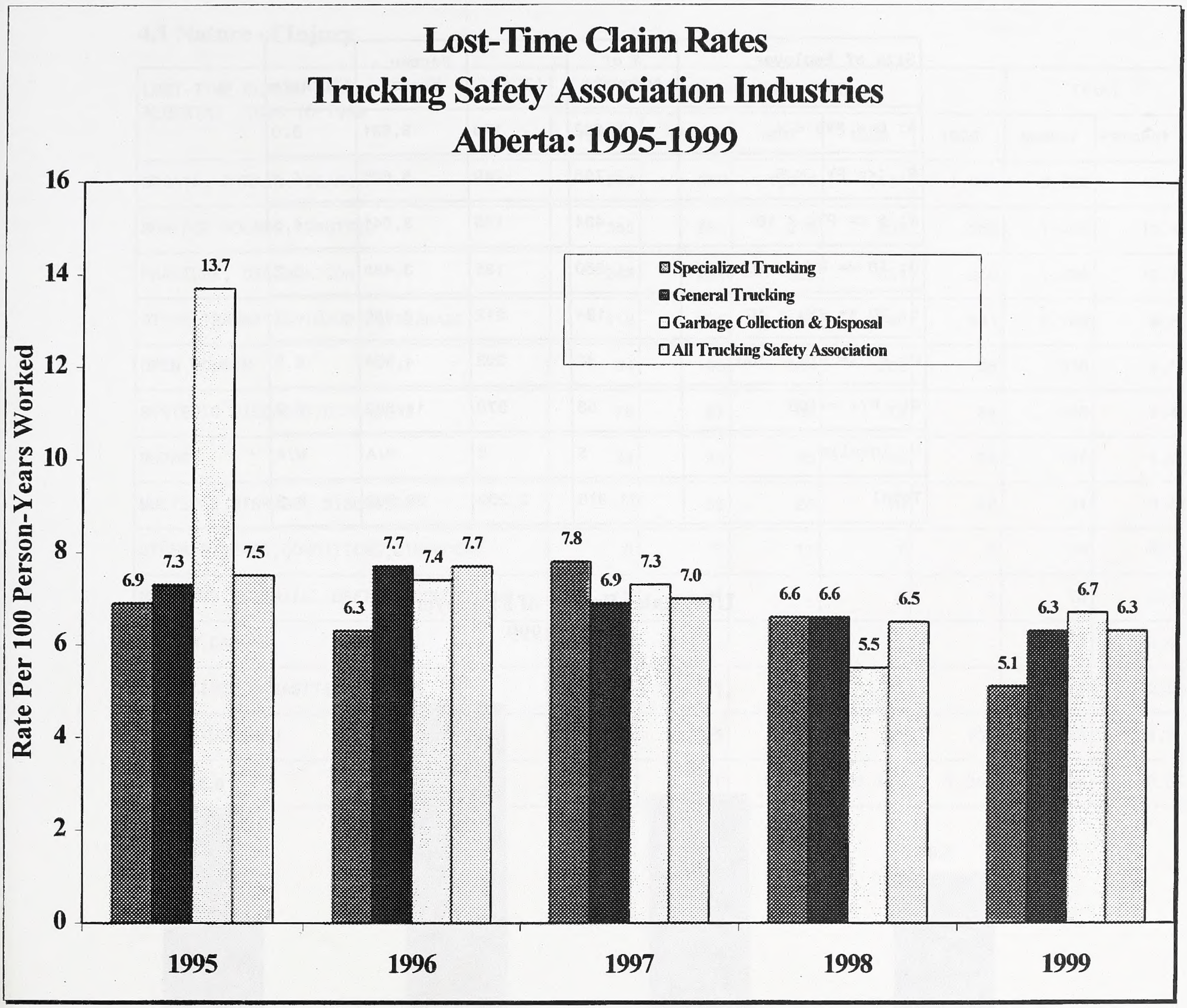
Year	# of Accounts	Cost	Person Years	Days Lost	Duration Rate	LTCs	LTC Rate
1995	513	$536,105	1,314	5,694	433	91	6.9
1996	535	$556,917	1,356	3,870	285	85	6.3
1997	651	$1,110,312	1,341	6,028	450	105	7.8
1998	714	$531,213	1,372	4,816	351	90	6.6
1999	751	$232,487	1,305	3,289	252	66	5.1

50714-General Trucking Services

Year	# of Accounts	Cost	Person Years	Days Lost	Duration Rate	LTCs	LTC Rate
1995	8,586	$7,539,818	24,718	62,400	252	1,807	7.3
1996	9,104	$8,690,665	27,668	76,474	276	2,139	7.7
1997	9,966	$10,761,413	30,733	72,759	237	2,130	6.9
1998	10,696	$11,471,394	33,162	82,244	248	2,177	6.6
1999	11,049	$7,910,178	33,485	79,612	238	2,115	6.3

57901- Garbage Collection and Disposal

Year	# of Accounts	Cost	Person Years	Days Lost	Duration Rate	LTCs	LTC Rate
1995	121	$354,163	921	3,440	373	126	13.7
1996	117	$218,222	1,034	2,315	224	77	7.4
1997	157	$367,723	1,039	2,897	279	76	7.3
1998	166	$243,407	1,225	2,257	184	67	5.5
1999	175	$209,982	1,171	2,443	209	78	6.7

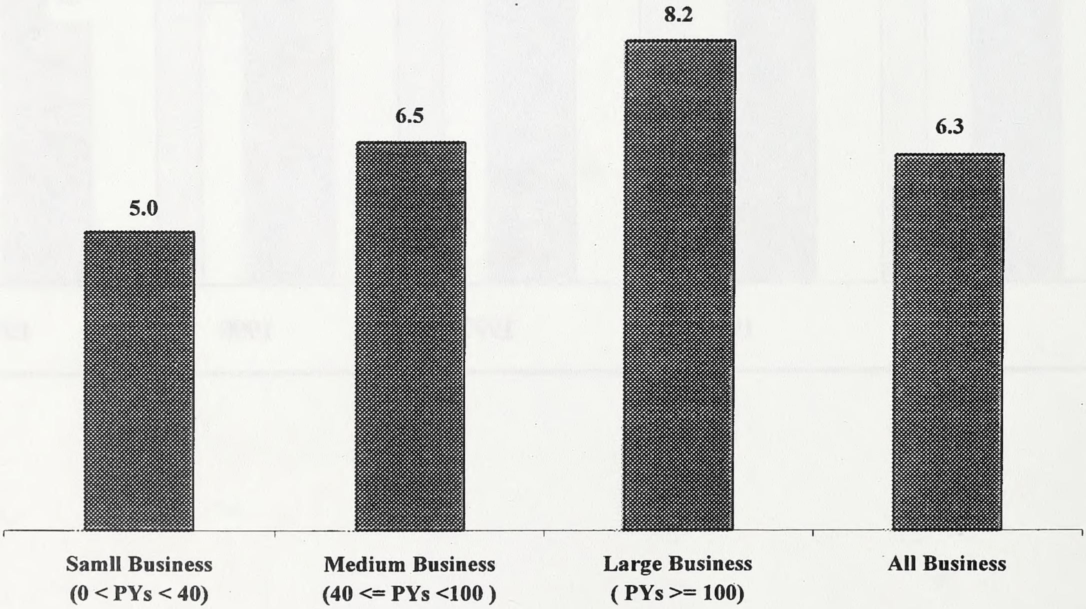


Lost-Time Claim Rates
Trucking Safety Association Industries
Alberta: 1995-1999

3.2 Lost-Time Claim Rates by Size of Employer: 1999

Size of Employer	# of Accounts	LTCs	Person - Years	LTC Rate
A: 0<= PYs < 1	8,232	178	3,531	5.0
B: 1<= PY < 5	2,795	249	5,605	4.4
C: 5 <= PYs < 10	434	136	3,041	4.5
D: 10 <= PYs < 20	250	186	3,485	5.3
E: 20 <= PYs < 40	124	212	3,465	6.1
F: 40 <= PYs < 100	82	323	4,954	6.5
G: PYs >=100	53	970	11,882	8.2
H: Invalid	5	5	N/A	N/A
Total	11,975	2,259	35,962	6.3

LTC Rates By Size of Employer
Alberta: 1999



4. Analysis of the Lost-time Claims

4.1 Nature of Injury

LOST-TIME CLAIMS ALBERTA: 1995 TO 1999	OCCURRENCE YEAR					Total	
	1995	1996	1997	1998	1999	Number	Percent
SPRAIN, STRAIN, TEARS	966	1,079	1,212	1,181	1,084	5,522	49.2
SURFACE WOUNDS, BRUISES	355	285	278	293	258	1,469	13.1
FRACTURE, DISLOCATION	243	284	322	321	260	1,430	12.7
OTHER TRAUMATIC INJURIES/DISEASE	112	235	178	240	341	1,106	9.8
OPEN WOUNDS	94	106	124	108	86	518	4.6
SYSTEMIC DISEASES/DISORDERS	76	87	63	75	84	385	3.4
BURNS	24	25	36	33	26	144	1.3
MULTIPLE DISEASE, DISORDERS	.	36	25	10	10	81	0.7
OTHER DISEASE,CONDITIONS,DISORDERS	6	7	10	7	6	36	0.3
SYMPTOMS, SIGN/ILL-DEFINED CONDITIONS	2	1	.	6	4	13	0.1
TUMORS,CANCER	.	.	.	1	.	1	0.0
INFECTIOUS,PARASITIC DISEASE	.	1	.	.	.	1	0.0
NATURE-UNKNOWN	146	155	63	59	100	523	4.7
Total	2,024	2,301	2,311	2,334	2,259	11,229	100.0

4.2 Duration of Disability

LOST-TIME CLAIMS ALBERTA: 1995 TO 1999	OCCURRENCE YEAR					Total	
	1995	1996	1997	1998	1999	Number	Percent
A: 01 Day	150	201	192	193	188	924	8.2
B: 02 Days	161	150	158	153	139	761	6.8
C: 03 - 05 Days	314	339	355	340	325	1,673	14.9
D: 06 - 10 Days	268	333	318	307	294	1,520	13.5
E: 11 - 20 Days	283	322	291	330	300	1,526	13.6
F: 21 - 30 Days	165	172	200	177	193	907	8.1
G: 31 Days OR More	641	736	733	784	750	3,644	32.5
H: Unspecified	42	48	64	50	70	274	2.4
Total	2,024	2,301	2,311	2,334	2,259	11,229	100.0

4.3 Type of Event/Exposure

LOST-TIME CLAIMS ALBERTA: 1995 TO 1999	OCCURRENCE YEAR					Total	
	1995	1996	1997	1998	1999	Number	Percent
OVEREXERTION	505	536	529	572	605	2,747	24.5
TRANSPORTATION ACCIDENTS	201	281	299	318	273	1,372	12.2
BODILY REACTION	243	280	247	235	239	1,244	11.1
STRUCK BY OBJECTS	267	217	294	259	185	1,222	10.9
FALL TO LOWER LEVEL	226	207	223	235	199	1,090	9.7
FALL ON SAME LEVEL	159	191	174	184	187	895	8.0
CAUGHT IN OBJECTS	104	95	117	103	99	518	4.6
STRUCK AGAINST OBJECTS	76	87	94	102	90	449	4.0
OTHER FALLS	.	53	71	60	89	273	2.4
EXPOSURE TO HARMFUL SUBSTANCE	47	54	55	49	44	249	2.2
RUBBED OR ABRADED	23	14	26	25	16	104	0.9
OTHER BODILY REACTION/EXERTION	.	7	19	19	19	64	0.6
REPETITIVE MOTIONS	.	18	8	11	28	65	0.6
OTHER CONTACT WITH OBJECT/EQUIP	.	2	6	8	1	17	0.2
OTHER ASSAULTS/VIOLENT ACTS	1	5	2	4	5	17	0.2
FIRES AND EXPLOSIONS	4	4	7	6	2	23	0.2
ASSAULTS/VIOLENT ACTS BY PERSONS	.	1	2	4	4	11	0.1
UNKNOWN	168	249	138	140	174	869	7.7
Total	2,024	2,301	2,311	2,334	2,259	11,229	100.0

4.4 Part of Body Injured

LOST-TIME CLAIMS ALBERTA: 1995 TO 1999	OCCURRENCE YEAR					Total	
	1995	1996	1997	1998	1999	Number	Percent
BACK	596	673	695	696	720	3,380	30.1
OTHER TRUNK	290	337	305	322	332	1,586	14.1
LEG(S)	244	285	257	265	248	1,299	11.6
ANKLE(S) & FOOT(FEET)-NOT TOES	197	236	233	217	184	1,067	9.5
WRIST(S)/HAND(S)	110	119	137	143	138	647	5.8
MULTIPLE BODY PARTS	79	126	107	146	192	650	5.8
OTHER UPPER EXTREMITIES	114	105	118	129	120	586	5.2
FINGER(S)	102	117	124	103	95	541	4.8
NECK	114	110	109	96	85	514	4.6
OTHER HEAD	85	86	116	113	65	465	4.1
EYE(S)	43	36	41	43	41	204	1.8
OTHER LOWER EXTREMITIES	26	49	45	42	26	188	1.7
BODY SYSTEMS	17	15	11	8	4	55	0.5
OTHER BODY PARTS	2	1	3	3	4	13	0.1
UNKNOWN	5	6	10	8	5	34	0.3
Total	2,024	2,301	2,311	2,334	2,259	11,229	100.0

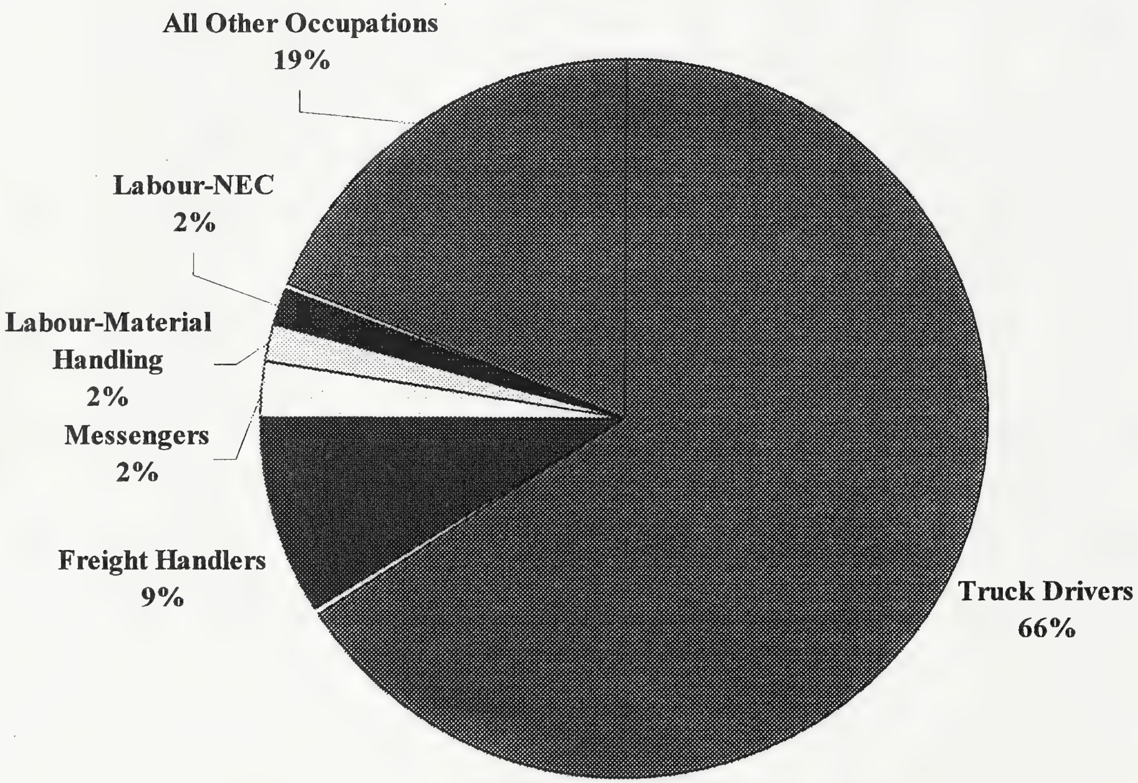
4.5 Source of Injury

LOST-TIME CLAIMS ALBERTA: 1995 TO 1999	OCCURRENCE YEAR					Total	
	1995	1996	1997	1998	1999	Number	Percent
VEHICLES	388	423	463	477	383	2,134	19.0
STRUCTURES/SURFACES	295	348	363	396	403	1,805	16.1
CONTAINERS	312	260	290	327	343	1,532	13.6
PERSONS-INJURED WORKER	242	301	273	261	278	1,355	12.1
PARTS AND MATERIALS	157	225	286	253	206	1,127	10.0
OTHER SOURCES	102	69	73	47	48	339	3.0
MACHINERY	40	53	70	81	81	325	2.9
FURNITURE AND FIXTURES	38	54	43	56	52	243	2.2
HANDTOOLS-UNPOWERED	34	38	39	29	31	171	1.5
CHEMICAL/CHEMICAL PRODUCTS	26	24	24	28	16	118	1.1
OTHER TOOLS/EQUIPMENTS	5	20	30	16	31	102	0.9
MINERALS-METALSL/NONMETALLIC	12	13	11	9	10	55	0.5
OTHER PLANTS/ANIMALS/MINERALS	9	12	11	13	6	51	0.5
HANDTOOLS-POWERED	4	4	8	2	4	22	0.2
PERSONS-OTHER THAN INJURED WORKER	5	1	5	3	4	18	0.2
UNKNOWN	355	456	322	336	363	1,832	16.3
Total	2,024	2,301	2,311	2,334	2,259	11,229	100.0

5. Characteristics of the Injured Worker

5.1 Occupation of Injured Worker

Lost-Time Claims by Occupation of the Injured Worker
Alberta Trucking Industry Association
1995-1999



5.2 Age of injured Worker

LOST-TIME CLAIMS ALBERTA: 1995 TO 1999	OCCURRENCE YEAR					Total	
	1995	1996	1997	1998	1999	Number	Percent
A: 15 - 19 Years	33	55	74	58	59	279	2.5
B: 20 - 24 Years	211	223	215	259	251	1,159	10.3
C: 25 - 34 Years	700	718	736	665	660	3,479	31.0
D: 35 - 44 Years	633	727	727	719	698	3,504	31.2
E: 45 - 54 Years	307	398	367	419	423	1,914	17.0
F: 55+ Years	136	175	188	212	165	876	7.8
G: Unspecified	4	5	4	2	3	18	0.2
Total	2,024	2,301	2,311	2,334	2,259	11,229	100.0

5.3 Length of Time Employed

LOST-TIME CLAIMS ALBERTA: 1995 TO 1999	OCCURRENCE YEAR					Total	
	1995	1996	1997	1998	1999	Number	Percent
A: LESS THAN 1 MONTH	143	117	185	158	177	780	6.9
B: 1 MONTH TO < 6 MONTHS	422	410	492	445	414	2,183	19.4
C: 6 MONTHS TO < 1 YEAR	283	240	243	287	232	1,285	11.4
D: 1 YEAR OR MORE	880	892	798	840	903	4,313	38.4
E: TIME UNSPECIFIED	296	642	593	604	533	2,668	23.8
Total	2,024	2,301	2,311	2,334	2,259	11,229	100.0

5.4 Gender of Injured Worker

LOST-TIME CLAIMS ALBERTA: 1995 TO 1999	OCCURRENCE YEAR					Total	
	1995	1996	1997	1998	1999	Number	Percent
MALES	1,904	2,127	2,115	2,132	2,073	10,351	92.2
FEMALES	106	125	139	161	159	690	6.1
UNSPECIFIED	14	49	57	41	27	188	1.7
Total	2,024	2,301	2,311	2,334	2,259	11,229	100.0

6. Cost of Claims and Total Premiums

	Occurrence Year				
Transaction Year	**1995**	**1996**	**1997**	**1998**	**1999**
1995	$6,792,639				
1996	$4,712,936	$7,240,473			
1997	$2,067,121	$5,321,326	$8,758,549		
1998	$3,258,434	$2,186,527	$6,148,626	$8,920,324	
1999	$1,650,631	$2,442,550	$3,198,663	$7,059,498	$8,775,924
Total	$18,481,761	$17,190,877	$18,105,838	$15,979,822	$8,775,924
Total Premiums	$40,099,798	$40,034,266	$38,258,247	$32,054,509	$24,074,382

The above claim cost and premiums are for the five-year period 1995 through 1999. The data is as at July 23, 2000.

The claim cost amount reflect only paid cost on claims which have occurred in the five-year period. These paid costs are tracked by year of occurrence and year that the cost were transacted.

The premiums are the total of premiums paid by all employers in these industries for each year.

7. Occupational Fatalities

An occupational fatality is the death of a worker that results from a work-related incident or exposure. Alberta Labour classifies occupational fatalities into three general types: motor vehicle incident, workplace incident and occupational diseases. Each is described in detail below.

Motor Vehicle Incident

Motor vehicle incidents typically involve highway vehicles operating on public roads in which the fatally injured worker was either the driver or a passenger. This category also includes fatalities involving air plane crashes, train crashes, helicopter crashes.

Workplace Incident

Fatal workplace incidents consist of cases in which the worker dies at a work site, or as a result of injuries sustained at a work site. It is this type of fatality that Alberta Labour may be responsible for investigating.

Occupational Diseases

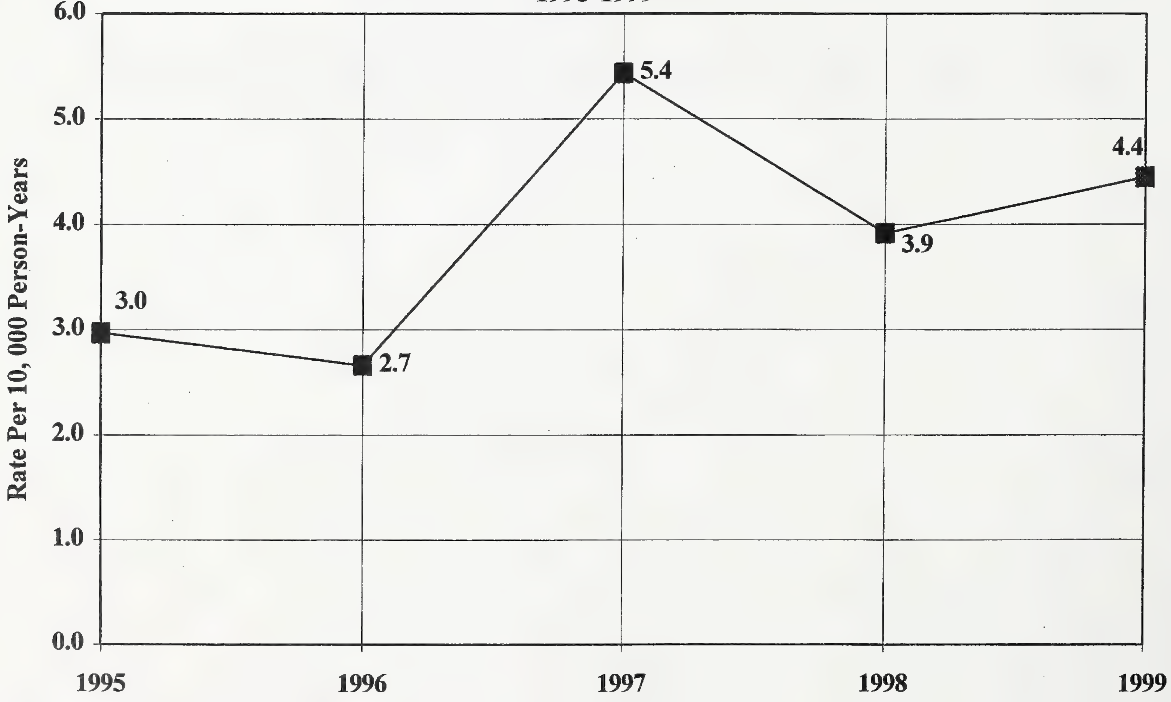
Occupational disease fatalities consist mostly of recognized occupational disease, that is, disease known to be primarily or exclusively work-related (e.g. asbestosis, black lung disease). Occupational diseases are frequently diagnosed many years after the initial or crucial exposure to the toxic substance, and in such cases it is very difficult to determine when the fatal exposure occurred. Thus, the occupational disease category, should not be interpreted to reflect present work site hazardous conditions or exposures.

Each year the Workers Compensation Board (WCB) accepts some occupational fatality claims for compensation. Claims accepted in a particular year do not imply the fatalities occurred in that year.

Occupational Fatalities Accepted by the WCB
Alberta Trucking Safety Association Industries
Alberta: 1995-1999

YEAR	Occupational Diseases		Motor Vehicle Incidents		Workplace Incidents		Total	
	N	%	N	%	N	%	N	%
1995	0	0	7	87.5	1	12.5	8	100
1996	0	0	5	62.5	3	37.5	8	100
1997	2	11.1	14	77.8	2	11.1	18	100
1998	1	7.1	11	78.6	2	14.3	14	100
1999	2	12.5	7	43.8	7	43.8	16	100
Total	5	7.8	44	68.8	15	23.4	64	100

Estimated Fatality Rates
Alberta Trucking Safety Association Industries
1995-1999



8. OHS Investigated Workplace Fatalities-1995-1999

General Trucking Services (11)

YEAR: 1995 FILE: 0824
OCCUPATION: Truck Driver AGE: 29
INDUSTRY: General Trucking Services
EXPERIENCE: 9 years

DESCRIPTION: A worker was pumping crude oil/condensate from a horizontal swab unit to a tank truck. The worker parked the truck with the vents upwind from his work station. During the loading process, valves on both the scrubber and free air vents on the truck were left open. H_2S gases vented from the truck, and were blown down into a low area adjacent to the cab of the truck. The worker was not wearing an H_2S monitor. As he tried to access the work side of the pressure vessel he walked through the cloud of H_2S and was overcome and died.

YEAR: 1996 FILE: 0836
OCCUPATION: Truck Driver AGE: 40
INDUSTRY: Trucking Service
EXPERIENCE: 14 years

DESCRIPTION: A truck driver traveling in the area south of Lac La Biche became caught in a ditch, with his trailer at an incline. The driver attempted to back the caterpiller crawler he was carrying off his truck trailer. The crawler suddenly flipped 180 degrees over, landing on the driver causing fatal injuries

YEAR: 1997 FILE: 0855
OCCUPATION: Truck Driver AGE: 52
INDUSTRY: Trucking Services, General
EXPERIENCE: 15 years

DESCRIPTION: The worker was employed as an owner/operator truck driver for a gravel haul on a secondary highway. The driver was manoeuvring around a curve on the crest of a hill and the truck lifted and flipped onto its cab. The vehicle roof collapsed and the driver was fatally injured due to asphyxia.

YEAR: 1997 FILE: 0868
OCCUPATION: Truck Driver AGE: 41
INDUSTRY: Trucking Services - General
EXPERIENCE: Unknown

DESCRIPTION: The roadbuilding crew arrived at the site around noon to prepare the road for paving. A skid steer loader was in operation spreading materials and doing final preparations in the alley. A grader was also in operation carrying out the same work. A tandem dump truck was positioned to unload. The skid steer loader was being operated between the sidewalk and the tandem dump truck. The skid steer loader operator was "back blading" material (operating the skid steer in reverse, positioning the front edge of the bucket down so a smooth, properly graded aggregate bed could be prepared. The skid steer loader was "back-blading" when it came in contact with the tandem dump truck driver. The truck driver received crushing injuries when he was pinned between the stationary tandem dump truck and the skid steer loader, resulting in death.

YEAR: 1997 FILE: 0884
OCCUPATION: Truck Driver - Owner /Operator AGE: 36
INDUSTRY: Specialized Trucking Service
EXPERIENCE: 5 years

DESCRIPTION: The owner/operator of a tractor-trailer unit was engaged in delivering farm feed to a farm. He had completed off-loading the product into farm supplied storage bing adjacent to the farm access road. The operator had parked the unit under a 14,400 volt overhead power line with a ground clearance of 7.2 metres, to off-load into the last storage bin. The operator was carrying a fully extended 3 metre aluminium handled telescoping broom, climbed the ladder at the rear of the trailer to sweep out the trailer unit bins. The owner/operator swung the head of the broom up over his shoulders and contacted the power line resulting in fatal injuries.

YEAR: 1998 FILE: 0890
OCCUPATION: Truck Driver AGE: 37
INDUSTRY: Trucking, General Delivery Services
EXPERIENCE: 19 years

DESCRIPTION: Two workers were preparing to remove bundled piping that was on a transport trailer. The bundled piping was positioned on the trailer in two loads, a front load and a rear load. The truck driver removed the straps securing the rear load and the forklift operator positioned his equipment to start the process of unloading the piping. The truck driver was removing the final strap securing the front load of piping, when a bundle of piping was dislodged, crushing the truck driver against the railing of the transport trailer and fatally injuring him.

YEAR: 1998 FILE: 0902
OCCUPATION: Truck Driver AGE: 51
INDUSTRY: Trucking, General Delivery Services
EXPERIENCE: Unspecified

DESCRIPTION: A truck driver sustained fatal injuries when the loaded semi-trailer he was operating rolled upside down in a ditch on an oil lease road. He was employed by a trucking company that was contracted to transport oil and water from production wells to a treating facility. The worker failed to negotiate a curve in the road and the truck rolled, crushing the driver in the cab.

YEAR: 1999 FILE: 0935
OCCUPATION: Truck Driver AGE: 33
INDUSTRY: Trucking, General Delivery Services

EXPERIENCE: unknown

DESCRIPTION: Two forklift operators were in the final stages of loading finished product lumber bundles onto the front trailer unit of the driver's truck. The truck driver had been strapping down loaded bundles on the back unit and walked from the back of the trailer to the front to retrieve a piece of equipment. The forklift operator on the driver's side of the trailer saw the truck driver and waited for him to move out of the way before placing the base bundle of lumber on the truck.

The forklift operator on the passenger's side of the trailer was not aware of the delay and proceeded to place the centering bundle onto the base. The centering bundle tipped over, fell to the trailer deck and then to the ground. The driver was struck by the falling lumber and died one week later in hospital due to complications from his injuries.

There were 3 other fatalities in 1999 that are still under investigation

Specialized Trucking Services (2)

YEAR:	1997	FILE:	0884
OCCUPATION:	Truck Driver - Owner /Operator	AGE:	36
INDUSTRY:	Specialized Trucking Service		
EXPERIENCE:	5 years		

DESCRIPTION: The owner/operator of a tractor-trailer unit was engaged in delivering farm feed to a farm. He had completed off-loading the product into farm supplied storage bing adjacent to the farm access road. The operator had parked the unit under a 14,400 volt overhead power line with a ground clearance of 7.2 metres, to off-load into the last storage bin. The operator was carrying a fully extended 3 metre aluminium handled telescoping broom, climbed the ladder at the rear of the trailer to sweep out the trailer unit bins. The owner/operator swung the head of the broom up over his shoulders and contacted the power line resulting in fatal injuries.

YEAR:	1998	FILE:	0899
OCCUPATION:	Load Specialist	AGE:	49
INDUSTRY:	Specialized Trucking Service		
EXPERIENCE:	7 years		

DESCRIPTION: A combination trailer is a multiple-axle unit that can be used to move oversized loads. The trailer involved in the incident has four components. The last, the rear dolly, is comprised of two or three axles, and can be steered by an operator who uses a cable and remote control. This steering allows the unit to manoeuvre in areas where it would be impossible to negotiate curves and turns due to the length of the tractor and trailer. The total length of the Kenworth tractor and combination trailer was 48.5 metres.
A 50 000 kg skid mounted gas processing unit was being transported from the manufacturer=s yard. The skid was loaded on the tractor trailer unit and was being moved through the yard. The tractor became stuck in a muddy area and another tractor on site was used to pull the unit on to dry solid ground. The loaded tractor then proceeded to back up and a 2.4 metre projection on the right side came close to another skid stored in the yard. In an effort to clear the load past the obstacle, the load specialist in consultation with the driver decided to steer the rear dolly about one metre to the left. Unknown to the driver, the load specialist positioned himself from the right side of the rear dolly to its left side, directly in front of a set of wheels. The vehicle started to move forward slowly and suddenly accelerated as it regained traction. The load specialist, who was in radio contact with the driver but could not be seen by him, was run over and killed by the tires on the rear dolly.

Garbage Collection and Disposal (0)

Appendix A: Terms, Definitions, and Formulas

Lost-Time Claim	A lost-time claim (LTC) is a claim for an occupational injury or disease which disables the worker beyond the day of injury. Included are claims for which wages compensation are paid, permanent disability claims, fatalities, and cases in which the injured worker is assigned light duties or other modified work.
Person-Years	Person-year estimates are calculated from wage and payroll data provided by account holders to the WCB. Alberta Labour uses these data to estimate. An average industry wage, and uses the average industry wage and employer payroll data to estimate person-years foe each employer and each industry. One person-year ie equivalent to one full-time worker working for one year, and can be assumed to equal 2,000 hours worked.
LTC Rate	The lost-time claim (LTC) rate is calculated by dividing the number of lost-time claims by the person-year estimate, and multiplying the result by 100. The LTC rate represent the probability or risk of disabling injury or disease to a worker during a period of one year's work. Comparisons of LTC rates between industries, or between years, can be used to indicate increases, decreases, or differences in this risk. $\text{LTC Rate} = \frac{\text{Number of LTCs X 100}}{\text{Estimated Person-years}}$
Duration (Days Lost)	The duration of disability is the number of days following the injury or disease for which the worker was disabled, and unable to perform normal work duties. This information is obtained for this report from data on compensation days paid on each claim from WCB. Alberta Labour obtains these data on March 31 of the year following the claim year, and does not update the information, even though many injured workers continue to be disabled beyond this date. As a result, the duration information reported here underestimates the true impact of lost-time injury and disease.
Duration Rate	The duration rate is calculated by dividing the number of work days lost (disability days) by the person-year estimate, and multiplying by 100. The result is expressed as "days lost per 100 person-years worked", and indicates, in part, the economic impact of occupational injury and disease. Duration rates are not recommended as reliable indicators of full economic cost. In addition, readers are warned that duration rates are highly unstable when based on only a few lost-time claims; it is recommended that the duration rate not be calculated based upon fewer than 30 lost-time claims. $\text{Duration Rate} = \frac{\text{Disability Days X 100}}{\text{Estimated Person-Years}}$
NEC	Means "Not Elsewhere Classified"
UNS	Means "Unspecified"

Appendix B: Trucking Safety Association 1999 Industry Codes

Industry 50701~Specialized Trucking Services

Industry 50714~General Trucking Services

Industry 57901~Garbage Collection & Disposal

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